



U.S. Department
of Transportation

**Federal Aviation
Administration**

Western-Pacific Region
Airports Division

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MINDEN TAHOE AIRPORT

P.O. Box 92007
Los Angeles, CA 90009

April 8, 2009

Mr. Keith Kallman
Operational Services Director/Airport Manager
Minden-Tahoe Airport
P.O. Box 218
Minden, Nevada 89423

Dear Mr. Kallman:

**Airport Facility Directory, Airport Master Record
and Airport Layout Plan Revisions
Minden-Tahoe Airport, Minden, Nevada**

On March 20, 2009, a meeting was conducted between Federal Aviation Administration (FAA) Western-Pacific Region staff and representatives of Douglas County (County), Nevada, regarding runway weight-bearing limits for Minden-Tahoe Airport (Airport). At that meeting, the FAA informed the County that pavement weight-bearing limits for Runway 16-34 must be accurately reported in official Federal Aviation Administration publications such as the Airport Facility Directory (AFD), Airport Master Record (AMR), and the Airport Layout Plan. To correct inaccurate data in the AFD and AMR, the County must submit changes to the FAA Aeronautic Information Services so accurate pavement strength data will be published in the AFD and AMR. This data would replace inaccurate information, currently listed in the AFD and AMR, with accurate weight limits of 60,000 pounds single wheel and 75,000 pounds dual wheel for airport Runway 16-34.

We note the County's continuing obligation to comply with Airport Sponsor Grant Assurance 22, *Economic Nondiscrimination*. Grant Assurance 22.a. states, the sponsor "... will make the airport available as an airport for public use on reasonable terms and without unjust discrimination to all types, kinds and classes of aeronautical activities, including commercial aeronautical activities." The weight limits currently listed in the AFD exclude aircraft that Runway 16-34 can actually accommodate, and therefore, are inconsistent with the grant assurance.

The County also needs to revise data in the Airport Layout Plan (ALP) to accurately reflect current runway pavement strength. Grant Assurance 29, *Airport Layout Plan*, requires the County to "...keep up to date at all times an airport layout plan...." In a letter dated September 8, 2008, Mr. Elisha Novak, FAA Airport Planner, advised the County of the need to correct the inaccurate Runway 16-24 limits listed on the ALP. Airport Improvement Program (AIP) Handbook, paragraph 300 (c), states in part that, "A current Airport Layout Plan which has FAA approval from the standpoint of safety, utility, and efficiency of the

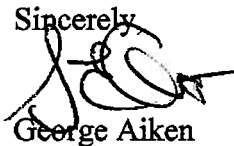
airport shall be required before a development project is approved." Therefore, FAA approval of the ALP is required for the Airport to receive AIP grant funding.

According to information provided by County officials, the required changes cannot occur until the current County statute is revised by County voters. The FAA and County have had ongoing communications regarding the inaccurate weight restrictions at the Airport and the listing of inaccurate information in the AFD, AMR, and ALP. We understand that the weight limit ordinance will be brought to the attention of the County Board of Commissioners during April 2009 so a revised statute can be drafted and placed on the ballot for the 2010 general election. Notwithstanding those political constraints, the County's failure to submit correct information for publication in the AFD, AMR, and ALP means the FAA cannot find the County in compliance with the grant assurances. A finding of non-compliance would result in the loss of AIP grant funding.

The County should also understand the consequences of any unjust enforcement of the runway weight limits. If the FAA were to receive a complaint alleging denial of airport access based on aircraft weight, the FAA would immediately investigate the report, and if substantiated, would expect the County to take prompt corrective action to eliminate the unreasonable access restriction.

In closing, we urge Douglas County to resolve this matter as quickly as possible. Please contact me at (310) 725-3620, should you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read 'George Aiken', with a stylized flourish extending to the right.

George Aiken
Manager, Safety and Standards Branch